2: Nordenskiöld E-5 (1908-1909) 1919
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PREFACE

My intention to collect my comparative work on the material development of the South American Indians into three volumes and make it accessible to the American public, has been done at the suggestion and expense of Consul-General Axel Johnson, the managing director of the steamship line that bears his name. The Johnson Line has to a very great extent helped to further the connection between the South American republics and Sweden. Thanks to this there is now a regular service of steamers from Sweden to most South American harbours of any importance.[1])

The Johnson Line has also endeavoured to further Swedish exploration in South America. Swedish explorers who have lately travelled in that continent, have in every way been supported by it in their work. Most explorers have also had the privilege of going from Sweden to South America in the comfortable Johnson Line steamers. Consul-General Johnson has rightly realized that the scientific results of explorations by Swedes in South America in the first place should be made to benefit South American explorers. Consequently he has, as

[1]) *The exports from Sweden to South America, as well as the imports from that country have greatly increased in recent years. For instance in 1904, when the Johnson Line was founded, the value of the exports from Sweden to the Argentine was £ 321 950; in 1913 it amounted to £ 488,059. Corresponding figures for Brazil are £ 5 500 and £ 126 830. The steam tonnage of the Johnson Line was 44 000 tons d. w. in 1913, including the motor ships of the latest type. Now, after the World War, it is a fleet of 17 ships, making a total of 115 000 tons d. w. with 9 motorships. Since the Johnson Line was started several good Swedish firms have been established in Rio de Janeiro, Buenos Aires, Santiago de Chile and other places. In Sweden a knowledge of and an interest in South America has been immensely promoted by the Johnson Line.*